

## Executive Summary

The 2010 Pedestrian Master Plan is a document that illustrates Louisville's past, present and future steps in reaching Step Up, Louisville's vision which is:

**Louisville is the safest and most appealing community for pedestrians!**

One important question is why pedestrians are important to and for Louisville. Pedestrian travel is defined as any person on foot or in a wheelchair (KRS 189.010 Definitions for chapter). Pedestrians are important for Louisville for a number of reasons. The most notable reason is how being a pedestrian can increase the quality of life among Louisville's residents. Quality of life can be defined by a number of diverse indicators such as health, safety, built environment aspects, social and economic costs.<sup>1</sup>

Walking is our oldest and most basic form of transportation – one that is essential not only to our individual health, but also to the overall livability of our cities. Modernization for many cities has meant replacing walking with motorized travel as a primary form of transportation. Few sidewalks were built along roads that did not directly connect to destinations such as schools, work and shopping. Because they were designed out of the road network, pedestrians walked less and drove more.

To address the shift from walking less and driving more, Louisville hosted its first-ever Pedestrian Summit in May 2008. Many participated, including elected officials, community leaders, pedestrians, professionals and other citizens. This was the start of the Pedestrian Master Plan.

The Pedestrian Master Plan has two primary goals:

1. To improve and expand current pedestrian deficiencies—by preparing a capital improvement process that enables Louisville to double the pedestrian facility network through retrofitting and expanding current deficient sidewalk and pedestrian crossing locations between 2010 and 2030;
2. To simultaneously reduce the rate of pedestrian crashes by half between 2010 and 2030.

Through the Pedestrian Master Plan, Louisville will expand the pedestrian system to over 600 miles with a total cost of 50 million or an average of 2.5 million per year which will make its transportation system more environmentally, economically, and socially sustainable.

The recommendations in the Plan are supported by a number of studies that provide detailed actions that are needed to strengthen Louisville's policies, codes, and make high priority corridors safer for people on foot, and generally ensure that all streets are designed to accommodate pedestrians. The 2010 Pedestrian Master Plan was built from the previous 2008 Walkability Plan with the addition of the updated goals and objectives which were shaped through the Step Up, Louisville and Active Living committees work in 2009. (For more 2008 Walkability Plan information please refer to appendix L)

Crash data obtained from the Kentucky State Police (KSP) Collision Analysis public website from January 1, 2006 to May 31, 2009, was used for these analyses.<sup>2</sup> Maps of the location and severity of crashes can be seen in appendix J.

<sup>1</sup> <http://www.bigcities.govt.nz/indicators.htm>

<sup>2</sup> <http://crashinformationky.org/KCAP/Public/Home.aspx>

To determine how the implementation of Louisville pedestrian facilities should occur, a prioritization procedure has been carried out for the pedestrian study network. The pedestrian study network is a system of roads, paths and shared use paths, such as the Louisville Loop, identified as the primary network for pedestrians; it was developed in part with input received at the 2008 Louisville Pedestrian Summit. The prioritization procedure is based on an estimation of demand for pedestrians on these network segments as well as the recommended pedestrian facility type (hence cost).

The 2010 Pedestrian Master Plan will continue to change as Louisville moves forward to accomplishing its goals.